roadway on his well-built, well-fitted, whirring charger. Or the little woman, "the

new woman," as she deftly and fearlessly

threads her way, quick of action, cool of nerve, her tiny hands resting lightly upon

her handle bars, her little feet pressed gently

bend, curve and motion of her swaying body

in harmony and accord with her machine, perfect mistress of the art of self-controlled

THE WHEELSHINER.

Growing Use of the Bicycle.

One of the latest and most novel ideas i

the bicycle world is now being tried on the

South Side. It is patterned somewhat after the scheme by which offices are supplied

with towels and soap and is applied to bi-

cycles. By its operation one of the greatest drawbacks now attached to the ownership

of a wheel-the cleaning of it-is removed

In the early days of the bicycle craze the

muddier and more used a wheel looked the

better its rider was suited. Bent spokes, a

were the pride and joy of the hardy road

public favor. Now, however, the great army

have taken to the wheel as a means of recreation and pleasure has decreed attractive

costumes and good-looking wheels are great-

But how to keep a much-used bicycle clean

and in good working order without losing

valuable riding time is a question of con-

siderable importance to the devotees of the

sport. The average business man, too poor

to keep a coachman, uses his Sundays and

an occasional evening to refurbish his wheel,

But this weekly or biweekly cleaning al-

lows many rides on a muddy machine. Un-

der the new system, however, the problem

has just begun operations in one of the

south suburbs and has a number of expert

bicycle mechanics who make regular trips

in their district. Each bicycle visited thoroughly cleaned, the bearings adjusted

All things needful for the wheel which can

be done outside a repair shop are attended

to by these peripatetic mechanics. A small

sum is charged for each visit and the

Aristocratic Kenwood has been selected

bicycle renovating. During the last few

days the various homes where bicycles are

owned have been visited by a handy-looking

man in overalls who wears a black band

stamped with gilt letters on his hat. This man carries a can of oll, a box of graphite, and a bag of tools. He exhibits a specially

signed card which proves him an accredited

agent of the cleaning company and not a bicycle thief. Then he proceeds to make the muddy and much-ridden wheel of the even-

ing before blossom out resplendent again

in its handsome enamel and nickel work.

When the bearings and chain have been

thoroughly overhauled and put in perfect

running order and the smoky lamp has

been made visible once more the man

punches a ticket and departs for the next

A large number of the residents of Ken-

want. As soon as the Kenwood district is

thoroughly covered the attention of the new

company will be turned to other portions of

Chicago, and it is expected the entire city will soon be patrolled by blue-bloused me-

chanics engaged in making new looking wheels out of old appearing ones.

THE BICYCLE IN WAR.

Made Very Useful.

As an appliance for war purposes its utility

has been fully demonstrated; it will be used by every intelligent commander where-

ever the circumstances and conditions of the country make it available, and it has

been proved that it can be used in nearly

every country and in most all seasons of

the year. There might be some conditions of country and some seasons of the year in

which it could not be utilized to advantage,

but this is also true of wagon transportation

or any other method of maneuvering armies.

the country than by any other means of animal force. The experiments that have been made, not only in our own service

but in other countries, have shown that it is quite practicable for men to move over and ordinary country at least fifty miles a day continuously; and this has been in-

creased to seventy-five and one hundred miles a day. The usual rate of marching for infantry in times of war rarely exceeds

eighteen miles a day in continuous marching, and for cavalry it rarely exceeds more than twenty-five miles a day. Of course on

forced marches and occasions of great emer-gency this has been exceeded and double the distance has been made for a few days,

but it has been at great expense to the strength and vitality of the command.

The French government have found the bicycle so practicable and useful that they have adopted it as one of the appliances

It has been established that by this means

Major General Miles, in Godey's Magazine.

In Army Transportation It Can

wood are employing the new grooms and

for the birthplace of this new system of

amounts collected monthly.

wheel-riding family.

of business men and society women who

riders, who first brought the bicycle into

New Vocation Developed by the

but commandingly upon her

for the small sum of 10 cents.

READY FOR THE NEWS

PUT UP LAST WEEK.

Cycle Notes Dropped in Them Will Be Used in Sunday Papers-List of Locations.

The Journal bicycle news boxes were put up last week, but on account of the newness of the arrangement the "pull" did not bring forth much in the way of news. It is desired that these boxes be used by all riders to send news of the week. Several items of information concerning the roads the city were found in the boxes last This is a subject that is interesting to all riders who enjoy country trips. Just now all the roads are not in good condition, but there are some in fine condition for rid-

Such matters as that are of such general interest that the experience of a rider lieved in politics in all departments of govout on a country road for the first the season will be read with pleasure by all others contemplating such trips. The news items found in the boxes will bicycle news. Any bicycle news may be left at the office until noon Saturday, but it canwhen received so late. Boxes are now in the following drug stores:

J. M. Scott, Seventh and Illinois streets. Earle C. Smith, Clifford and Brookside Frank H. Carter, 300 Massachusetts ave-Jacob Coffman, 540 South East street.

Walter Darrah, 1099 East Washington Fisher's pharmacy, Seventh street and Col-Charles C. Hahn, Morris street and Hadley West Indianapolis. Holmes, 376 Clifford avenue.

Edward Hoshour, 650 College avenue. John F. Johnston, Illinois and St. Clair ous street. Conrad Keller, 680 South Meridian street.

Charles W. Lambert, 450 West Michigan M. Lichty & Co., 398 Talbott avenue. William H. McIlvain, North Indianapolis. Madison avenue pharmacy, 487 Madison Charles G. Mueller, 667 Virginia avenue. George C. Morrison, 199 South East street. E. C. Reick, corner of East and McCarty

Muhl, Alabama and Seventh streets, and 523 North Illinois street. Navin Brothers, Illinois and North streets. M. C. Staley, Virginia avenue and McCarty Thompson, 1247 East Washington Charles Traub, 850 West Washington street

Thomas C. Potter, 300 North Pennsylvania Central Cycle Company, Pennsylvania and Peoria Rubber and Manufacturing Com-pany, 58 and 60 North Pennsylvania street.

G. G. Fisher & Co., 64 North Pennsylvania

Willits, 76 North Pennsylvania Allen Bicycle Company, 106 North Pennsyl-H. T. Hearsey Company, 116 and 118 North Pennsylvania street. Dickson & Beaning, 61 North Pennsylvania

W. F. Clemens, 36 Massachusetts avenue. A box has also been placed in the headquarters of the Incianapolis Cycle Club, 84 North Delaware street.

HOW BOB LEARNED TO RIDE.

Uad to Pay a Pennsylvania-Street Man for Destroying a Tree.

"Did you ever hear the story of Bob his arms around that tree and save himself a fall. I expect the whole thing was over in half the time I've been telling you this much. He grabbed the tree, but, alas, it had not been planted half an hour. He went into it with such force that he pulled it up, and tree, wheel and Bob went over together. Just then the man who had planted the tree came out, and he gave Bob the worst scolding you ever heard, just as if Bob wanted to go around town and pull up trees with all that he scraped his sain, had three black and blue spots on his body, put his third finger out of joint, and it cost him just % to have his wheel mended."

LOCAL BYCICLE NOTES.

Herbert Duckwall will enter the Memorial It is said that high gear is gaining favor

among old riders. Miss Maud Rhodes and J. Barnett made

Mr. Carl Sanders and party will take a run to Cartersburg to-morrow morning. J. O. Lowrey has given up his striking bag exercise and hereafter will ride an Out-

Mr. Harry Cavender and some friends will take a summer trip on their wheels to | tide; now it is at its flood.

England States April 17. Mr. Henry Kleine, a Massachusetts-ave-Mr. Henry Kleine, a Massachusetts-ave-nue merchant, will soon be riding a wheel: be, there is danger that in pedaling human-

His weight is 235 pounds Several wheelmen went to Greenfield last Sunday. They say the road is in as fine con-

Tom David and Otis Birge and Harry Sargeant and Tom Hyborn will ride tan-The Indianapolis Cycle Club will go to

Greenfield at 8 o'clock this morning. The Todd Pursell and Harry Cavender will make a trip to Chicago. They will start

June 13 and arrive there by the 15th. Ralph E. Belcher, of the Keyless Lock Company, is rapidly getting into condition for the I. C. C. road race on Memorial day. Lando Jordan, of Clifford avenue, is spending his spare time on the track. He wants a race with some other boy of his

The Brownie Cycle Club, a company of young ladies and gentlemen, have been en-

sion at all time, the force of the wheel doing the pumping. It is claimed that the pump will counteract the effect of any ordinary puncture. It has not yet reached this city. A correspondent says: "I would like to call attention to the fact that the covers to against riding without bells is being strictly enforced. Why is it?"

WHEN THE BUTTONS ARE GONE.

Why Ex-Policemen Are Failures in Other Walks of Life.

"I am in favor of civil service in the police force," said Superintendent Colbert a few days ago. "I believe a majority of those who are acquainted with the workings of the department will agree that the public would get better service if the police

force were wholly separated from politics." Thomas Hedian, a Democratic office holder, who is a Demograt in the fullest sense of the word, heard the statement and at once offered an objection, saying he beernment. Hedian argued that civil service protects incompetent workmen or allows lazy ones to do just as little as the law will allow. He said one of the saddest sights to be seen anywhere is a man who has been kept in office for a long time and then turned out on the cold and heartless world. Such a man is helpless and knows how to do nothing other than he has done. Consequently Mr. Hedian argued that changes are better for the men concerned and also better for the public, for men of ambition and energy are constantly being put to the

"Can you explain why a policeman is such a helpless being after he has been dis-

charged?" was asked Mr. Colbert. "Yes, I see why it is, but you can't make the average understand the situation," began the superintendent. "You see, a policeman is made to believe while he wears the buttons that he is a pretty good sort of chap; he is apt to think he is a little brass king on wheels. As a rule the policemen come on the force from some position very little, and they are not in positions right thing. He is stopped and asked questions; business men stop and speak to him; he is slapped on the shoulder; some one says, 'Have a cigar,' and his treatment is so unlike anything he has ever known that it is worse for him. I have tried my bes talk is simply flattery and those who ad dress them that way really think no more of them than of anybody else who makes two and a half a day.

"In some cases this flattery leads th policeman to become careless. He gets to thinking that his existence is not dependent supposed friends he is fixed for a good job if he gets fired. The best officers se through all this flattery and their heads are not turned. By and by there comes a time to give him another place. Under these cirbroken-hearted. The realization is a shock to him. He is bitter and discouraged. He probably is not capable of going back to his old trade and taking up where he left off. He wanders about hopelessly trying to get watchman. You can't put a bit of courage force for any length of time, he is ruined for all other business. I know men in this city, who were popular officers in their time. who are now filling inferior positions as a week for doing so. It is a sad sight to me, not always the poular one. I try to prepare them against disappointment when they lose their jobs, but if you are wearing buttons fine fellow you are, it is hard to believe that cloudy weather will ever come.'

ANNUAL RUN TO CONVERSE.

Eight Hundred Riders Expected in the | irregular diamond-shaped portmanteaus in-Little Town April 26.

The third annual run to Converse will held Sunday, April 26. Riders from Wabash. Anderson, Marion, Kokomo, Rochester, Logansport, Peru, Tipton, Hartford City, Huntington and North Manchester have agreed to join the run. There will be a big parade at 1:30 o'clock, and the Converse wheelmen promise a supply of satisfaction for the inner man. Charles W. Cochran, president of the Dragon Cycle Club, has the run in charge. He thinks there will be 800 wheelmen in the little town on that day.

THE ERA OF BICYCLING. The Art of Walking May Presently Be

Leslie's Weekly.

"To buy a wheel, or not to buy a wheel, that's the question," soliloquize the Hamlets and everybody else nowadays. But the solloquies do not last long, and they have but one termination. The wheel is bought, of course. Greater and greater grows the host riding now, and the grandmother leaves her knitting to spin along the road in bloomers. If you don't "bike" you are like the un-fortunate man who fell out of a balloon, and this year you will be less in the swim than ever without your faithful wheel, for 1896, Anne Domini, is going to be the greatest bleycle year the world has yet seen. For five years the bleycle craze has been a rising

Pittsburg.

Carey Jones leaves on a Patee for a ten

It is estimated that there are at least two million wheelmen and wheelwomen in the United States. This, it need hardly be thousand mile trip by the way of the New | said, is an astonishingly large number when the price of bicycles is considered; when they are reduced to a half or a quarter of ity will forget the art of walking. But the rise of the bicycle is not to be regretted or decried. It is a step, or rather a spin, for-ward on the part of society. Gladstone says: "Physically, morally and socially, the bene-fits that cycling confers upon its devotees are almost unbounded." And everybody who knows anything about the subject agrees with him. Probably women feel these benefits even more than do men. The bicycle has been a more potent influence than any other toward dress reform, because a voman cannot ride who is tight-laced or cramped by her clothing. Wheeling along a pleasant road is wonderfully broadening and elevating to women who are compelled to keep their minds traveling a good deal in are mounted and gowned. See the girls, the narrow groove of things domestic. Men- bright and winsome and happy, and you will tally, as well as physically, they are bene-fited. Occasionally a voice is heard protesting against the use of bicycles by women. The writer obtained the opinions of a dozen eminent physicians on the question of whether cycling is injurious to women, and swered no. On the contrary, they were decidedly in favor of the use of the bicycle.

The bicycle itself, after a long period of evolution, seems to have reached a nearly perfect state. The chief difference between the machines of last year and this will be a

bicycle riding, but because they are needed by everybody. Every improvement is a herald of prosperity; every good country road increases the value of every farm that fronts it. Raise the value of real estate on American farms 5 per cent., and make our farmers richer by \$550,000,000. a like increase on the value of farm products, live stock and farm machinery and you \$050,000,000 more. Decrease the cost of auling one year's crop of hay, cereals, potatoes, tobacco and cotton, by only 10 cents per ton, and you save \$15,000,000. A good road, therefore, is a splendid investment. There never was a good road made in any civilized country on earth that didn't pay 100 per cent. a year on its cost. It raises the value of every acre, invites us to out of the clutches of the commission pirates who sell our goods behind our backs at their own figures, keep their own and pay us a pittance for our toll and trouble. A good road shortens distance, saves time, wagons; horseflesh and harnesses, increases the load and lessens the burden, and makes possible to haul two tons to market with same power that now leaves stuck in the mire. And good roads bring us closer together, drive out the gloom, make neighbors of hermits, discount every farm mortgage, and bring joy and contentment to every community. Imagine a man, kneedeep in the mud, trying to look cheerful!

BY WHEEL THROUGH EUROPE Women May Travel That Way with Entire Propriety.

Harper's Bazar. When any one says to you that it is possible or unwise for a woman, or two women, to go go on a bicycling trip through Great Britain because it is not proper, or because women should not travel alone, you may set it down as wrong, and attribute the cause to anything you like. It is perfectly possible for a couple of women to take a five hundred or a thousand-mile trip through England, provided they behave themselves, and provided they have the physical energy to carry it out. The day when women cannot do things alone has gone. The important fact is that any healthy, vigorous woman can leave her home in America, sail from New York to Liverpool or Southampton in June, ride her wheel about England, and return to New York in September or October, have a glorious summer if too often, and spend as small an amount as \$250 to \$300 in a hundred days, including her first-class passage both ways. The only important thing that is necessary after a healthy body and a good wheel is a sufficient There will arise occasions when a ten-mile ride must be taken over the Scotch moors after dark. You may get caught in Glencoe or on Rannoch Moor at dusk. A tire may give out back of Loch Lomond somewhere. where they came in contact with the public | Anything of this kind may and is likely to happen, and it is at such times that the selfpossession and common sense of an ordinary man helps over a bad quarter of an hour better stay at home; but a little practice in such matters soon fits her for her part of it, and she will, like the ordinary male known as the globe trotter, find amusement instead The first two requisites are, however, a good wheel and a good body. irst, it may as well be dropped here, for no two men, and, so far as any one can find out, no two women, will ever agree on the merits of any one wheel, unless they happen to be cycle firm or have friends who are. It would be foolish to discuss bicycles here, therefore, The second requisite, however, is one upon which doctors will pretty generally agree. If you will try to ride a wheel ten miles for

the first time after two months of inaction you will be stiff and tired. o prepare for five-hundred-mile trip requires, therefore, certain amount of definite training. Suppose, then, that Mrs. Allen and Miss Bartlett are planning to sail from New York on one of the smaller boats on June 15. They have each purchased a round-trip ticket for \$90 On the 1st of May they begin riding their wheels half an hour each day, if it is not absolutely raining. That is perhaps four or five miles. They set out for some definite point known to be half that distance from their homes. They ride straight there and then straight back. When they reach home they are warm. Consequently they go at clothing. At about the middle of May they ng eight or twelve miles, according to the and returning again at a steady businesslike And by the 1st of June they are takng three rides a week of about forty miles the afternoon. This, it is important to note, done without at any time "using up either Mrs. Allen or Miss Bartlett. If all goes well, the condition of the two young women is good when they set sail

hey are ready to start awheel some bright day about the 25th, riding northward from come an important point long before this, as well as that of luggage. The actual picycle costume may be whatever you make it. One word may be said as to the relative merits of skirts and bloomers. No one can deny that bloomers, or anything approaching trousers, are better than at present, especially if they travel without male escorts, to cling to skirts. That will prevent any comment by the way. The skirt should be light, scant, and weighted at the hem, and the superstructure to it should be a shirt waist with a light jacket, all in colors of a subdued hue, preferably

a snuff brown, with gaiters and soft felt

hat of a similar color, and stout laced

on the 15th for Southampton. Then follows

week of rest on the steamer, and finally

The question of luggage is naturally of the utmost importance. If these two ladies are going with Mr. Allen and Miss Bartlett's brother, or if they are accustomed to bloomers, they have an opportunity for carlittle luggage that is denied ber who adheres to the garb of womankind. They ride a "man's" or diamond-frame can be easily arranged a little toilet case This is attached to one end of the portmanteau, and is complete in itself. The rest of he bag is left for two changes of underclothing, nightwear and anything else that is light and takes up little space. A little camera may also be strapped in its case on to the frame of the wheel. Having packed this important bag, the next thing is to fill up a good-sized value with changes of clothing, an extra pair of shoes, another comlete gown, and, if possible, some quiet evenhouse gown, beside extra supplies of all that is in the bicycle portmented. Finally, this being done, one trunk is packed with more duplicate clothes, an evening or quiet dinner gown, and several other suits that any traveling woman may need, besides hats and shoes. The portmanteau gces on the wheel. The valise-supposing the start from Southampton for London, thence to Derby, thence to Manchester, thence to Windermere, to Carlyle, to Dumfries, Ayr, Glasgow, the Trossachs, Oban, Fort William, Inverness and Edinburgh—the valise is sent ehead from Southampton to Lon-On arrival at London you send it on again to Manchester or Windermere, or even to Glasgow. From Glasgow it goes to the Trossachs, or Oban, or Inverness, or to Edinburgh, and from Edinburgh to New Castle, Oxford or Cambridge and London. It only needs a letter sent a day ahead to any hotel, explaining that the valise will be called for in week or fortnight. The trunk is sent in London, thence to Glasgow, to Edinburgh and finally back to London.

If this simple rule is followed, neither of the ladies will be inconvenienced at any time. They have enough with them to last three or four days. They are sure of finding as much more in that time ahead of them, and at any time they can take a train and reach London, Glasgow or Edinburgh (or, in other words, their trunks) within a dozen hours. course of the trip can be altered at any time. The valises may be shipped to Derby or Man-chester, and sent for from Edinburgh. If it is decided to stop at Broadway or Ely or Cambridge a week, a telegraph message will bring the trunks back. And, altogether, it costs little or nothing. If Mrs. Allen prefers a woman's wheel, the portmanteau is, of course, impossible, but she can procure portmanteaus of other shapes which either strap on behind the seat or in front of the handles.

Wheels for All Ages. Harper's Bazar. lovely winter days in the parks and upon the boulevard. Note with what care they bright and winsome and happy, and you will note the same observance to mount, adjustment and dress. Then turn to the bystander, and he may be one of those very same men who a couple of years ago would have hooted the idea that his wife or mother could even think of committing so undignified an act as the riding of a bicycle. And if you ask him the question: Do these elderly women appear to you as out of place and at a disadvantage upon bicycles? he will probably stare at you a moment in incredulous wonder but will certainly tell you that not under of each week.

Charles Mueller, secretary of the L. A.

W. reports the road to Millersville to be in good condition. He says the Allisonville pike and the Westfield road, or Illinois streat, are not yet in good condition for riding.

The Good Roads Question.

The latest novelty is an automatic pump which keeps the tire imflated to a certain ten
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THE NEW YORK STORE

"The Standard Wheel of Indianapolis"

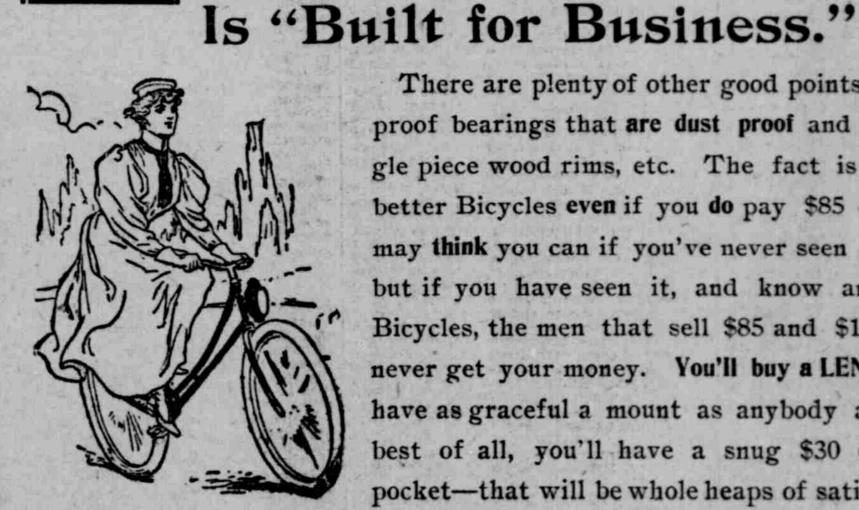
:: :: BY THE :: ::

76 N. Pennsylvania St.

There Are Exactly 14 Reinforcements

In the frame of every Lenox Bicycle and each and every reinforcement is tapered to distribute vibration. That alone shows that the

\$55 LENOX \$69



BICYCLE

There are plenty of other good points, such as dustproof bearings that are dust proof and Plymouth single piece wood rims, etc. The fact is you can't get better Bicycles even if you do pay \$85 or \$100. You may think you can if you've never seen the LENOX; but if you have seen it, and know anything about Bicycles, the men that sell \$85 and \$100 wheels will never get your money. You'll buy a LENOX and you'll have as graceful a mount as anybody anywhere, and best of all, you'll have a snug \$30 down in your pocket-that will be whole heaps of satisfaction to you.

MODEL K, \$55.

Four Models

MODEL K-Men's . . \$55.00 MODEL L-Ladies . . 55.00 / MODEL 1-Men's . . 69.00 MODEL J-Ladies' . . 69.00



PETTIS DRY GOODS CO.

one of the most effective and efficient armies ever organized.

The Bicycle Promoter.

The young woman bicycle "promoter" does Not only does she spin radiantly along the highway in the jauntiest of suits, and an air of exhilaration, but she is an important adjunct—of the bicycle school, and earns a good salary by simply wearing a stylish suit, a smiling face and riding with grace and ease.

Of course, she is supposed to be a patron of the school, and her proficiency and evident enjoyment lead others to follow her example. A good figure is as essential for a bleycle promoter as it is for a cloak model, and on the same principle.

Prospective purchasers, however, far from resembling the model, fancy the garment will present the same appearance upon their contours that it does upon hers. A girl inclining to stoutness is not eligible as a bicycle promoter, and neither is the one who suggests a pair of animated compasses.

Loses Dignity.

Buffalo Courier.



Are Honestly Made.... And have many special features, Let us show you the good points.

DICKSON & BEANING. 63 N. Penn St. City Agents.



is so constructed as to PREVENT ALL DANGER. It insures comfort and health. DICKSON & BEANING

Manufacturers Sho R 63 North Pennsylvania St.

All dealers sell the bed



Hose, Hose Reels, Lawn Sprinklers, Etc. PLUMBING SUPPLIES, Gas, Steam and Water Goods, Wrought-Iron Pipe and Boiler Tubes.

THE MCELWAINE - RICHARDS CO.,

62 & 64 West Maryland St.

THE SUNDAY JOURNAL, BY MAIL, \$2 PER YEAR